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DECLARATION

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SIR:

Now comes TOSHIHARU OGAWA who deposes and says that:
That my name is TOSHIHARU OGAWA;
That my address is 6-3, Mure 1-chome, Mitaka-shi, Tokyo, Japan;
That I know well both the English and Japanese languages;
That the attached English language translation is true and
correct translation of Japanese Patent Application No. JP2000-336766 filed
on June 19, 1998 to the best of my knowledge and belief;

I hereby declare further that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

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March 28, 2005

Date



Toshiharu OGAWA



KD-033-X

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This is to certify that the annexed is a true copy of
the following application as filed with this Office.

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Applicant: Nifco Inc.

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SPECIFICATION

【TITLE OF THE INVENTION】

FUEL TANK CONNECTOR

【SCOPE OF THE CLAIM(S)】

5 【Claim 1】

A fuel tank connector adapted to be fitted to an opening of a fuel tank to connect the fuel tank and a pipe in communicating fashion, characterized in that it comprises or is configured to include a gas barrier member made of a synthetic resin having a gas barrier property, the gas barrier member including a tubular portion and a flanged portion provided on a peripheral side of the tubular portion and having a greater side than an opening of the fuel tank;

15 wherein the gas barrier member is made of an ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic polyamide, a blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, or polyethylene terephthalate.

【Claim 2】

The fuel tank connector according to Claim 1, 25 characterized in that the flanged portion of the gas barrier member has a peripheral portion melt-bonded to a

synthetic resin having a gas barrier property and forming the fuel tank to be mounted to the fuel tank.

【Claim 3】

The fuel tank connector according to Claim 1 or 2,
5 characterized in that the gas barrier member has at least one portion of a surface covered with an outer shell made of an olefin resin having an adhesive property.

【Claim 4】

The fuel tank connector according to Claim 3,
10 characterized in that at least a portion of the outer shell covering at least one portion of the surface of the gas barrier member and made of an olefin resin having an adhesive property and at least a portion of a surface of the gas barrier member uncovered with the outer shell are
15 covered with an outer shell made of high-density polyethylene.

【Claim 5】

The fuel tank connector according to Claim 1,
characterized in that the flanged portion has a leading
20 end provided with an annular projected portion, which projects toward an outer surface of the fuel tank.

【Claim 6】

The fuel tank connector according to Claim 1, 2, 3,
4 or 5, characterized in that it is used for connection
25 with a fuel feeding pipe.

【Claim 7】

The fuel tank connector according to Claim 1, 2, 3,

4 or 5, characterized in that it is used for connection with a vent pipe.

【Claim 8】

The fuel tank connector according to Claim 1, 2, 3, 5 4, 5 or 7, characterized in that it further comprises a fuel cutoff valve.

【DETAILED DESCRIPTION OF THE INVENTION】

【Technical Field to which the Invention Belongs】

The present invention relates to a fuel tank 10 connector, in particular a connector capable of effectively decreasing leakage of evaporative emissions from a fuel tank.

【Prior Art】

A fuel tank 100 usually has a pipe 101, such as a fuel feeding pipe and a pipe for guiding gas generating from the fuel, connected thereto.

The connection of the pipe 101 is made by use of a connector 110 fitted to the fuel tank 100 as shown in Figs. 10 and 11.

The connector 110, which is shown in Figs. 10 and 11, includes a tubular portion 111 for connection with the pipe 101, a flanged portion 112 projecting laterally from a peripheral portion of one end of the tubular portion 111 melt-bonded to the tank 100 so as to cover an opening 100a in the tank 100, and a fuel cutoff valve 113 provided in the flanged portion 112 on a side opposite the tubular portion 111. The tubular portion 111 and the

flanged portion 112 are integrally molded from high-density polyethylene.

The fuel cutoff valve 113 in the shown connector 110 includes a float chamber forming box 113b formed in a 5 cylindrical shape, having a valve seat unit 113a with a valve seat 113a' at the opening of a bore in communication with a bore in the tubular portion 111, having a bottom opened and made of polyacetal; a float 113c having an upper portion integrally formed with a 10 valve 113e and housed in the box 113b so as to be slidable therein; and a lid 113d closing the opened bottom of the box 113b and cooperating with the box to form the float chamber with the float 113c incorporated therein. As the float 113c rises, the valve 113e makes 15 close contact with the valve seat 113a' to close the opening.

In the connector 110, the box 113b of the fuel cutoff valve 113 is configured to be integrally fitted to the flanged portion 112 so as to have an upper side of 20 the box 113b embedded in the flanged portion 112 by, e.g., plastic molding wherein the box is integrally united to the flanged portion with the box being inserted in a mold. A peripheral portion of the flanged portion 112 with the box 113b is melt-bonded to a surface of the tank 100 25 around the opening 100a of the tank 100 with the box 113b being inserted into the tank 100 through the opening 100a of the tank 100.

【Problems that the Invention is to Solve】

In the connector 110 thus configured, the flanged portion 112 and the tubular portion 111 are made of high-density polyethylene. The evaporative emissions generating from the fuel in the tank 100 or another member have been predicted to leak out, though at a regulated value or less, through a portion of the flanged portion 112 provided between an edge of the opening 100a of the tank and the box 113b of the connector 110 melt-bonded to the tank 100.

It is an object of the present invention to provide an easy-to-mold connector capable of effectively decreasing leakage of evaporative emissions from a fuel tank, which is predicted in the conventional connector.

15 【Means of Solving the Problems】

In order to attain the object, according to the invention defined in Claim 1, there is provided a fuel tank connector adapted to be fitted to an opening of a fuel tank to connect the fuel tank and a pipe in communicating fashion, characterized in that it comprises or is configured to include a gas barrier member made of a synthetic resin having a gas barrier property, the gas barrier member including a tubular portion and a flanged portion provided on a peripheral side of the tubular portion and having a greater side than an opening of the fuel tank;

wherein the gas barrier member is made of an

ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic polyamide, a blended polymer of an ethylene-vinyl alcohol copolymer 5 and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, or polyethylene terephthalate.

The fuel tank connector thus constructed can effectively minimize the possibility that evaporative 10 emissions deriving from the fuel in the fuel tank leak from the connector.

In order to attain the object, according to the invention defined in Claim 2, the flanged portion of the gas barrier member has a peripheral portion melt-bonded 15 to a synthetic resin having a gas barrier property and forming a fuel tank to fit the connector to the fuel tank, in the invention defined in Claim 1.

The fuel tank connector thus constructed can further effectively minimize the leakage of the evaporative 20 emissions from the fuel tank, in addition to the advantages stated earlier.

In order to attain the object, according to the invention defined in Claim 3, the gas barrier member has at least one portion of a surface covered with an outer 25 shell made of an olefin resin having an adhesive property, in the invention defined in Claim 1 or 2.

The fuel tank connector thus constructed can have

the gas barrier member integral with the outer shell melt-bonded and fitted to fuel tank connector at the outer shell in reliable and easy fashion.

In order to attain the object, according to the
5 invention defined in Claim 4, at least a portion of the outer shell covering the at least one portion of the surface of the gas barrier member and made of an olefin resin having an adhesive property, and at least a portion of a surface of the gas barrier member uncovered with the
10 outer shell are covered with an outer shell made of high-density polyethylene, in the invention defined in Claim 3.

In the fuel tank connector thus constructed, the outer shell, which is made of high-density polyethylene, can be fitted to the gas barrier member in easier and
15 more reliable fashion, allowing the connector to be fitted to the fuel tank in more reliable and easier fashion, in addition to the advantages stated earlier.

In order to attain the object, according to the invention defined in Claim 5, the flanged portion has a
20 leading end provided with an annular projected portion, which projects toward the outer surface of the fuel tank, in the invention defined in Claim 1, 2, 3 or 4.

In the fuel tank connector thus constructed, design freedom in fitting of the connector to the fuel tank can
25 increase in such a manner to effectively minimize the leakage of evaporative emissions from the fuel tank in addition to the advantages stated earlier.

In order to attain the object, according to the invention defined in Claim 6, the fuel tank connector is used for connection with a fuel feeding pipe in the invention defined in Claim 1, 2, 3, 4 or 5.

5 The fuel tank connector thus constructed can connect the fuel feeding pipe to the fuel tank in such a manner to effectively minimize the leakage of evaporative emissions from fuel, in addition to the advantages stated earlier.

10 In order to attain the object, according to the invention defined in Claim 7, the fuel tank connector is used for connection with a vent pipe in the invention defined in Claim 1, 2, 3, 4 or 5.

15 The fuel tank connector thus constructed can connect the vent pipe to the fuel tank in such a manner to effectively minimize the leakage of evaporative emissions from fuel, in addition to the advantages stated earlier.

20 In order to attain the object, according to the invention defined in Claim 8, the fuel tank connector further comprises a fuel cutoff valve in the invention defined in Claim 1, 2, 3, 4, 5 or 7.

25 The fuel tank connector thus constructed can connect a pipe to the fuel tank through the fuel cutoff valve, effectively minimizing the leakage of evaporative emissions from fuel, in addition to the advantages stated earlier.

【Mode of Carrying out the Invention】

Now, typical embodiments of the fuel tank connector A according to the present invention will now be described in detail.

5 Figs. 1-3 show the fuel tank connector A according to a first typical embodiment of the present invention. Fig. 1 is a vertical cross-sectional view of the fuel tank connector A according to this embodiment along with the essential parts of a fuel tank B before the connector 10 has been fitted to the tank, and Fig. 2 is a top plan view showing how the fuel tank connector A is put on the tank B to be fitted to the tank.

Fig. 3 is a vertical cross-sectional view of the fuel tank connector A along with the essential parts of 15 the fuel tank B after the connector has been fitted to the tank.

Figs. 4-6 show the fuel tank connector A according to a second typical embodiment of the present invention. Fig. 4 is a vertical cross-sectional view of the fuel 20 tank connector A according to this embodiment along with the essential parts of a fuel tank B before the connector has been fitted to the tank, and Fig. 5 is a top plan view showing how the fuel tank connector A is put on the tank B to be fitted to the tank.

25 Fig. 6 is a vertical cross-sectional view of the fuel tank connector A along with the essential parts of the fuel tank B after the connector has been fitted to

the tank.

Figs. 7-9 show the fuel tank connector A according to a third typical embodiment of the present invention. Fig. 7 is a vertical cross-sectional view of the fuel tank connector A according to this embodiment along with the essential parts of a fuel tank B before the connector has been fitted to the tank, and Fig. 8 is a top plan view showing how the fuel tank connector A is put on the tank B to be fitted to the tank.

Fig. 9 is a vertical cross-sectional view of the fuel tank connector A along with the essential parts of the fuel tank B after the connector has been fitted to the tank.

The fuel tank connector A according to each of the typical embodiments is adapted to be fitted to an inner area Bc of an opening Ba so as to cover the opening Ba formed in the fuel tank B to connect the fuel tank and a pipe C in communicating fashion. The connector comprises or is configured to include a gas barrier member 10 made of a synthetic resin having a gas barrier property, the gas barrier member including a tubular portion 11 and a flanged portion 12 provided on a peripheral side of the tubular portion 11 and having a greater side than the opening Ba of the fuel tank B. The gas barrier member 10 is made of an ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic

polyamide, a blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, or polyethylene terephthalate. This arrangement can
5 effectively minimize that evaporative emissions deriving from the fuel in the fuel tank leak from the connector.

The fuel tank connector A may be typically configured to have various required properties, such as fuel oil resistance. The connector is fitted to the
10 inner area Bc of various types of openings Ba formed in the fuel tank B to connect the fuel tank B and various types of pipes C, such as a vent pipe and a fuel feeding pipe.

The fuel tank connector A may be used to connect any
15 type of pipe C to the fuel tank B in such a state that the connector A is provided with any type of valve, such as, a fuel cutoff valve 3, or is provided with no valve.

The gas barrier member 10 forming the fuel tank connector A may be made of an ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic polyamide, a blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, or polyethylene terephthalate, which is
25 suitable for use as a material of the fuel tank connector A and is a material difficult to pass gas deriving from

any types of fuel stored in the fuel tank B. Any one of the materials can provide the connector A with a typical gas barrier function.

Any one of the synthetic materials, which can form 5 the gas barrier member 10 and has a gas barrier property, is difficult to pass various types of gas deriving from fuel. The following fuel permeability test, which was carried out to compare some of the synthetic materials with high-density polyethylene under identical conditions, 10 shows that any one of the tested synthetic materials were significantly smaller than the tested high-density polyethylene in fuel permeability amount, and that any one of the tested synthetic materials had a gas barrier property superior to the tested high-density polyethylene.

15 "Fuel Permeability Test"

Respective samples, which were made of the synthetic materials having a gas barrier property as listed above, and samples, which were made of high-density polyethylene as stated, were prepared as samples to be measured.

20 Aluminum cups, which had a diameter of 38 mm, were prepared for each of the samples.

As test chemicals, the following reagents were prepared:

- (1) First reagent: Unleaded regular gasoline
25 (corresponding to JIS K2202 No. 2)
- (2) Second reagent: Mixed fuel of 90 vol.% of unleaded regular gasoline (corresponding to JIS

K2202 No. 2) and 10 vol.% of ethanol

The first reagent of 4.6 g or the second reagent of 4.6 g was put in each of the aluminum cups. The respective samples to be measured was fixedly put on the respective 5 aluminum cups so that the respective aluminum cups had their open ends closed with the respective samples to be measured. The fuel permeability test (the fuel permeability test prescribed in JIS Z 0208-76), wherein the fuel permeation amount of a permeable area having 11.341 10 cm^2 was found by measuring a decrease in weight after lapse of 48 hours at a temperature of 60°C in a gas phase method, shows the results in Table 1.

[Table 1]

Synthetic resin sample	Reagent	Sample thickness	Permeation amount
Sample made of aromatic polyamide (AMODEL (trademark), AT5001; manufactured by Teijin Amoco Engineering Plastics Co., Ltd.)	First reagent 4.6 g	0.97 mm	6 mg
Sample made of polybutylene terephthalate (DURANEX (trademark) 2002; manufactured by Polyplastics Co., Ltd.)	First reagent 4.6 g	0.98 mm	10 mg
	Second reagent 4.6 g	0.98 mm	8 mg
Sample made of a blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene (EVAL (trademark) XEP661; manufactured by Kuraray Co., Ltd.)	First reagent 4.6 g	0.93 mm	100 mg
	Second reagent 4.6 g	0.93 mm	94 mg
Sample made of a blended polymer of polyamide and high-density polyethylene (MC8 (tradename); manufactured by Toray Industries, Inc.)	First reagent 4.6 g	0.96 mm	0 mg
	Second reagent 4.6 g	0.96 mm	3 mg
Sample made of a blended polymer of polyamide and high-density polyethylene (SP966 (tradename); manufactured by Toray Industries, Inc.)	First reagent 4.6 g	0.99 mm	0 mg
	Second reagent 4.6 g	0.99 mm	14 mg
Sample made of an ethylene-vinyl alcohol copolymer (EVAL (trademark) F101B; manufactured by Kuraray Co., Ltd.)	First reagent 4.6 g	1.18 mm	9 mg
	Second reagent 4.6 g	1.13 mm	8 mg
Sample made of high-density polyethylene (KB145 (tradename); manufactured by Nippon Polyolefin Co., Ltd.)	First reagent 4.6 g	0.97 mm	780 mg
	Second reagent 4.6 g	0.97 mm	484 mg

The gas barrier member 10 includes the tubular portion 11 and the flanged portion 12 provided on the peripheral side of the tubular portion 11 and having a greater side than the opening Ba. The gas barrier member 5 may include another part helpful to the fuel tank connector A, if necessary.

In other words, the gas barrier member 10 may form the connector A by itself, or the connector A is configured to include the gas barrier member 10.

10 In other words, the tubular portion 11 and the flanged portion 12 forming the gas barrier member 10 may be utilized as the tubular portion 1 and the flanged portion 2 of the connector A, or the gas barrier member, which is integrally provided with a constituent element 15 other than the tubular portion 11 and the flanged portion 12, may comprises the connector A.

The connector A may comprise a tubular unit 1 and a flange unit 2 to include the tubular portion 11 and the flanged portion 12 forming the gas barrier member 10, or 20 another part, such as the fuel cutoff valve 3, may be provided at the tubular unit 1 or the flange unit 2, forming the connector A.

The fuel tank B, to which the fuel tank connector A is fitted, may have any structure. For example, the fuel 25 tank B may be constructed so that its entirety is made of a synthetic resin, or it has an outer surface around a peripheral edge Bb of the opening made of a synthetic

resin capable of being melt-bonded to the connector A and the other portion made of a suitable material, such as another synthetic resin or metal.

The fuel tank connector A thus constructed may have
5 a peripheral portion of the flanged portion melt-bonded to a synthetic resin Bd having a gas barrier property and forming the fuel tank B to be fitted to the fuel tank, thereby effectively minimize the leakage of evaporative emissions from the fuel tank.

10 In the fuel tank connector A thus constructed, the gas barrier member 10 may have at least a portion of a surface, typically at least a portion except the inner side of the tubular portion 11, covered with an outer shell portion 50a made of an olefin resin having an
15 adhesive property, allowing the gas barrier member 10 with the outer shell portion 50a to be melt-bonded to the fuel tank B at the outer shell 50 in reliable and easy fashion, in addition to the advantage stated earlier.

In the fuel tank connector A thus constructed, at
20 least a portion of the outer shell portion 50a, which is made of an olefin resin having an adhesive property to cover at least a portion of the gas barrier member 10, and at least a portion of a surface of the gas barrier member 10, which is uncovered with the outer shell portion 50a, may be covered with an additional outer shell portion 50b made of high-density polyethylene.
25 Thus, the outer shell portion 50b, which is made of high-

density polyethylene, can be fitted to the gas barrier member 10 in easier and more reliable fashion, allowing the connector A to be fitted to the fuel tank B in more reliable and easier fashion, in addition to the
5 advantages stated earlier.

In the fuel tank connector A thus constructed, the leading end of the flanged portion 12 may be provided with an annular projected portion 12a, which projects toward the outer surface of the fuel tank B, increasing
10 design freedom in fitting of the connector to the fuel tank B in such a manner to effectively minimize the leakage of evaporative emissions from the fuel tank B in addition to the advantages stated earlier.

The fuel tank connector A thus constructed may be
15 used as a connector for connection with a fuel feeding pipe to connect the fuel feeding pipe to the fuel tank B in such a manner to effectively minimize the leakage of evaporative emissions from fuel, in addition to the advantages stated earlier.

20 The fuel tank connector A thus constructed may be used as a connector for connection with a vent pipe to connect the vent pipe to the fuel tank in such a manner to effectively minimize the leakage of evaporative emissions from fuel, in addition to the advantages stated
25 earlier.

The fuel tank connector A thus constructed may further comprise the fuel cutoff valve 3 to connect a

pipe C to the fuel tank B through the fuel cutoff valve, effectively minimizing the leakage of evaporative emissions from fuel, in addition to the advantages stated earlier.

5 (1) Fuel tank connector A according to the first embodiment

First, the fuel tank connector A according to the first embodiment shown in Figs. 1-3 will be specifically described.

10 The fuel tank connector A in the shown embodiment is configured as an instrument to connect any type of pipe C to the fuel tank B, and is in particular a fuel tank connector A with the typical fuel cutoff valve 3.

The fuel tank connector A in the shown embodiment is a connector A adapted to be fitted to the inner area Bc of the opening Ba so as to cover, from outside, the opening Ba formed in the fuel tank B to connect the fuel tank B and a pipe C in communicating fashion. The connector A includes the gas barrier member 10, which 20 comprises the tubular portion 11 and the flanged portion 12 provided on the peripheral side of the tubular portion 11 and having a greater side than the opening Ba of the fuel tank B, and which is made of an ethylene-vinyl alcohol copolymer, a synthetic resin having a gas barrier 25 property. The gas barrier member 10 is made of polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic

polyamide, a blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene, a blended polymer of polyamide and polyethylene, a blended polymer of polyamide and high-density polyethylene, or 5 polyethylene terephthalate. In the shown embodiment, the gas barrier member 10 has at least a portion of a surface covered with the outer shell 50, more specifically, at least a portion of a surface covered with the outer shell portion 50a made of an olefin resin having an adhesive 10 property. Additionally, at least a portion of the outer shell portion 50a and at least a portion of the gas barrier member uncovered with the outer shell portion 50a are covered with the outer shell portion 50b made of high-density polyethylene. The connector A can 15 effectively minimize the possibility that evaporative emissions deriving from the fuel in the fuel tank B leak from the connector.

The fuel tank connector A in the shown embodiment is used as an instrument to connect any type of pipe C to 20 the fuel tank B. In the shown embodiment, the connector A is provided with the typical fuel cutoff valve 3 and is fitted to an upper side of the fuel tank B as a typical example. The connector serves to feed, e.g., evaporative emissions deriving from fuel to a charcoal canister or 25 another device and to prevent the fuel from flowing out when the fuel level in the fuel tank B changes.

In the fuel tank B, to which the connector A in the

shown embodiment is fitted, at least a portion of the tank with the outer shell 50 of the connector A melt-bonded thereto, i.e., an outer surface of the tank around the peripheral edge Bb of the opening in the fuel tank B 5 is made of a synthetic resin capable of being melt-bonded to the outer shell 50 and includes a gas barrier layer, i.e., a layer difficult to pass evaporative emissions from the fuel.

The fuel tank B typically includes an outer surface 10 layer Be made of a synthetic resin convenient for melt-bonding with the connector A, such as high-density polyethylene, and the gas barrier layer Bd made of a synthetic resin layer to make it difficult to pass evaporative emissions from the fuel. In the shown 15 embodiment, the outer surface layer Be has a portion removed to provide a circumferential recessed portion Bf around the peripheral edge Bb of the opening so that the gas barrier layer Bd having a gas barrier property is exposed at the circumferential recessed portion.

The connector A in the shown embodiment includes the 20 tubular unit 1 with a bore 1e, the flange unit 2 provided on a peripheral side of the tubular unit 1 and having a greater outer diameter than the opening Ba, and the fuel cutoff valve 3. With a cylindrical portion 23 forming a 25 cylindrical body 20 of the fuel cutoff valve 3 inserted into the fuel tank B through the opening Ba of the fuel tank B, the flange unit 2 is melt-bonded to a surface of

the fuel tank, which is made of a synthetic resin at least around the peripheral edge Bb of the opening. Thus, the connector A is used for connecting the fuel tank B and a pipe C in communicating fashion through the bore 1e.

5 The opening Ba in the shown embodiment is formed in a circular shape, and the flange unit 2 is formed as circular plate, which has a greater diameter than the opening Ba.

The connector A in the shown embodiment specifically 10 includes the tubular unit 1, which comprises a vertical tubular portion 1a projecting upwardly and a horizontal tubular portion 1b connected to an upper end of the vertical tubular portion 1a so as to be bent from the vertical tubular portion 1a at right angles, and the 15 flange unit 2 which comprises the circular plate projecting laterally from a periphery of a lower end of the vertical tubular portion 1a in the tubular unit 1. The flange unit additionally includes the fuel cutoff valve 3, which comprises a disk-shaped portion 21 jutted 20 downwardly from the flange unit 2, i.e., in a direction away from the tubular unit 1, the cylindrical portion 23 extending downwardly from a peripheral edge of the disk-shaped portion 21, a lid 24 with an engagement projection 23b engaged with an engagement slot 24c formed in a lower 25 edge of the cylindrical portion 23, a valve seat unit 30 provided in a recessed portion 22 in the disk-shaped portion 21 in communication with the bore 1e in the

tubular unit 1, and a float 40 housed in a float chamber so as to be vertically movable in response to a change in the liquid level of the liquid entering the float chamber, the float chamber comprising the disk-shaped portion 21

5 having the valve seat unit 30 with a valve seat 30b, the cylindrical portion 23 and the lid 24. A valve body 40a, which is provided on an upper end of the float 40, is configured to get in close contact with the valve seat 30b in the valve seat unit 30 to close the bore 1e of the

10 tubular unit 1 when the float 40 moves toward the valve seat 30b as the liquid level changes.

The gas barrier member 10 provided on the connector A is made of a synthetic resin having a gas barrier property to avoid the transmission of gas, typically

15 evaporative emissions deriving from the fuel in the tank B, as much as possible. Examples of the synthetic resin are an ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic polyamide, a

20 blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, and polyethylene terephthalate. In the shown embodiment, the gas barrier member includes the tubular portion 11 with a passage 11e

25 forming the bore 1e and the flanged portion 12 projecting laterally from the peripheral edge of the one end of the tubular portion 11.

The tubular portion 11 has an elbow-like shape, wherein a vertical tubular portion 11b is connected to a horizontal tubular portion 11a at right angles. The flanged portion 12 is integrally fitted to the vertical 5 tubular portion 11b so as to project laterally from the peripheral portion of the lower end of the vertical tubular portion.

The flanged portion 12, which is provided on the peripheral portion of the vertical tubular portion 11b, 10 is configured to have a greater side than the opening Ba in the fuel tank B, i.e., the flanged portion 12 on the tubular portion 11 is configured to laterally extend from the peripheral portion of the tubular portion 11 toward the peripheral edge Bb of the opening in the fuel tank B. 15 Specifically, the flanged portion 12 is formed as a circular plate, which has a greater diameter than the opening Ba in a circular shape.

The annular projected portion 12a extends in a bent form downwardly from a side of the flanged portion 12 20 facing the outer surface of the fuel tank B, i.e., a peripheral edge of the flanged portion 12 remote from the projected tubular portion 11, or toward the fuel tank B.

The fuel cutoff valve 3 is integrally fitted to a lower side of the gas barrier member thus constructed, 25 which is located on a side remote from the projected tubular portion 11.

The fuel cutoff valve 3 includes the cylindrical

body 20 having an upper side integrally provided with the disk-shaped portion 21 and integrally fitted to the gas barrier member 10, the valve seat unit 30 integrally fitted to the disk-shaped portion 21 in the cylindrical body 20, the lid 24 fitted to a lower end of the cylindrical portion to close the bottom opening of the cylindrical body 20, and the float 40 housed in the float chamber provided in the cylindrical body 20 closed by the lid 24 for opening and closing the valve seat 30b in the valve seat unit 30, following a change in the fuel liquid level.

The cylindrical body 20 forming the fuel cutoff valve 3 includes the disk-shaped portion 21 and the cylindrical portion 23 integrally projected from the disk-shaped portion 21, and the cylindrical body is made of any type of synthetic resin, typically, a synthetic resin having a gas barrier property, such as polyacetal.

The disk-shaped portion 21 forming the cylindrical body 20 has a wall with a cavity 21a therein, which communicates with outside to accept the entry of a resin in molding. The disk-shaped portion also has a peripheral edge integrally provided with the cylindrical portion 23, which extends downwardly. Additionally, the disk-shaped portion 21 has a substantially central portion formed with the recessed portion 22, which communicates with the passage 11e in the tubular portion 11 and forms an opening 11c of the tubular portion 11.

The recessed portion 22 formed in the disk-shaped portion 21 communicates with the passage 11e in the tubular portion 11 and has a larger diameter than the passage 11e. In the shown embodiment, the recessed 5 portion comprises a large diameter of stepped hole 22a formed in a lower end of the disk-shaped portion 21 so as to be upwardly recessed, a conical hole 22b extending from an upper end of the stepped hole 22a toward the tubular portion 11, and another stepped hole 22c 10 extending from the conical hole 22b to the tubular portion 11.

The cylindrical portion 23 is formed as a cylindrical and open-bottomed body, which projects from the disk-shaped portion 21 as one unit. The cylindrical 15 portion has an outer portion on a leading side as a lower edge formed with the engagement projection 23b for engagement with the lid 24 and a peripheral wall formed with a plurality of holes 23a. The cylindrical portion 23 has an inner wall formed with a plurality of guide 20 ribs 23c, which extend from a lower portion toward the disk-shaped portion 21.

The holes 23a formed in the cylindrical portion 23 serve to smoothly move gas or another fluid between the inner space in the fuel tank B and the inner space in the 25 cylindrical portion 23, which houses the float 40 therein and is closed by the lid 24.

The cylindrical body 20 thus constructed and the gas

barrier member 10 are integrally fitted by, e.g., inserting the cylindrical body 20 in a mold, injecting a synthetic resin for molding the gas barrier member 10 into the mold by injection or another way, and molding the 5 gas barrier member 10 so as to cover a peripheral portion of the disk-shaped portion 21 in the cylindrical body 20 and a side of the disk-shaped portion 21 remote from the projected cylindrical portion 23 with the synthetic resin as well as filling the synthetic resin into the cavity 10 21a in the cylindrical body 21.

In the shown embodiment, the gas barrier member 10 is integrally fitted to the cylindrical body 20 so that the gas barrier member includes the flanged portion 12 covering the side of the disk-shaped portion remote from 15 the projected cylindrical portion 23 and laterally projecting from the side, a covering portion 12b projecting from a lower side of the flanged portion 12 so as to cover the peripheral portion of the disk-shaped portion 21, the tubular portion 11 having the passage 11e 20 in communication with the stepped hole 22c in the disk-shaped portion 21 and upwardly projecting from the upper side of the flanged portion 12, and the annular projected portion 12 downwardly extending from the leading end of the disk-shaped portion 12 in a bent form.

25 In the shown embodiment, the outer surface of the gas barrier member 10, which is integrally fitted to the cylindrical body, is covered by the outer shell 50, which

extends on an outer surface of the covering portion 12b and a portion of the outer surface of the gas barrier member 10 from the outer surface of the covering portion to an open end 11d through the leading edge of the 5 annular projected portion 12a.

The outer shell 50 to be provided on the gas barrier member 10 can be formed on the surface of the gas barrier member 10 by plastics molding wherein the cylindrical body 20 with the gas barrier member 10 integrally fitted 10 thereto is inserted into a mold, for instance.

The outer shell 50, which is provided so as to cover the surface of the gas barrier member 10, can be molded integrally with the gas barrier member 10. The outer shell is made of a synthetic resin capable of being melt-15 bonded to the fuel tank B. In the shown embodiment, the outer shell has a layered structure, wherein the outer shell integrally includes the outer shell portion 50a, which is made of an olefin resin having an adhesive property, and which covers the outer surface of the 20 covering portion 12b and a portion of the outer surface of the gas barrier member 10 from the outer surface of the covering portion to a middle portion of the vertical tubular portion 11b through the leading edge of the annular projected portion 12a, and the outer shell 25 portion 50b, which is made of high-density polyethylene, and which covers a peripheral surface of the outer shell portion 50a continuous to a surface of the outer shell

portion 50a facing the fuel tank B, and a surface from the peripheral surface to the open end 11d of the tubular portion 11, i.e., the surfaces formed by the outer shell portion 50a made of an olefin resin having an adhesive property and the gas barrier member 10.

In other words, in the shown embodiment, the flange unit 2 and the tubular unit 1 of the connector A are provided so that the outer shell 50 is integrally fitted to the flanged portion 12 and the tubular portion 12 in the gas barrier member 10. The flange portion 2 has the leading edge formed with an annular projection 2a, which comprises the annular projected portion 12a and the outer shell 50 covering the annular projected portion 12a.

When the gas barrier member 10 is made of an ethylene-vinyl alcohol copolymer, and when the outer shell 50 integrally provided on the gas barrier member 10 is made of an olefin resin having an adhesive property, the connector A can have further improved integration between the gas barrier member 10 and the outer shell 50 and can be conveniently melt-bonded and fitted to the fuel tank B as well.

The valve seat unit 30, which is arranged in the recessed portion 22 of the disk-shaped portion 21 in the cylindrical body 20 to provide the fuel cutoff valve 3 with the valve seat 30b, is made of a synthetic resin adapted to melt-bonding to the disk-shaped portion 21 and cooperating with the disk-shaped portion 21 to provide

the connector A with a gas barrier function, i.e., any type of synthetic resin having a gas barrier property to effectively avoid the transmission of evaporative emissions deriving from the fuel, such as polyacetal.

5 The valve seat unit has such a form that the valve seat 30b, which receives the valve body 40a of the float 40 to be closed, is provided on the edge of an aperture 30a vertically passing through the valve seat 30b and is incorporated into the recessed portion 22.

10 Specifically, the valve seat body 30 has the aperture 30a formed in a substantially central portion to vertically pass therethrough and communicate with the bore 1e or the passage 11e. The aperture 30a has a central portion formed with a restricted orifice 30a' and a portion below the restricted orifice 30a' formed with the conical valve seat 30b gradually expanding toward a lower edge of the aperture 30a. The valve seat body 30 has an upper end formed with an annular groove 30c to surround the aperture 30a. The annular groove 30c provides a cylindrical part 30d to an upper central portion of the valve seat body 30. The outer wall of the annular groove 30c forming the cylindrical part 30d comprises an upper disk part 30e and a lower disk part 30f provided below the upper disk part 30e and having a greater diameter than the upper disk part 30e. The valve seat body 30 is melt-bonded and integrally fitted to the disk-shaped portion 21 so that the upper disk part 30e

has an upper end pressed against the conical hole 22b with an annular seal 31 fitted to the outer peripheral surface of the upper disk part 30e, and so that the lower disk part 30f is housed in the larger diameter of stepped hole 22a at the lowest position so as to put the upper end of the lower disk part 30f into close contact with the upper end of the larger diameter of stepped hole 22a.

The float 40, which is incorporated in the cylindrical body 20 thus constructed, is made of, e.g., polyacetal and is guided by the guide ribs 23c in the cylindrical portion 23 to be vertically movable in smooth fashion, following a change in the fuel liquid level. The float has the upper end formed with the valve body 40a to get in close contact with the valve seat 30b to close the aperture 30a in the valve seat body 30 when the float is moved toward the valve seat 30b by a change in the fuel liquid level. The float has a substantially central portion on a lower side formed with a recess 40b upwardly extending, and the recess 40b includes an annular recess 40b' further upwardly extending and a circular base 40c. The float includes a hole 40d formed therein to communicate between the recess 40b and the upper end of the float.

The lid 24, which keeps the float 40 forming the fuel cutoff valve 3 incorporated in the cylindrical portion 23, includes a cylindrical peripheral wall 24b, which upwardly extends from a peripheral edge of a bottom

wall 24a in a circular plate shape. The cylindrical peripheral wall 24b receives the cylindrical portion 23 so as to get the leading edge of the cylindrical portion 23 in contact with the bottom wall 24a, and the 5 cylindrical portion 23 has the engagement projection 23b thereon engaged with an edge of the engagement slot 24c in the cylindrical peripheral wall 24b to assemble the lid to the cylindrical portion 23. The lid 24 has a substantially central portion on an inner side formed 10 with a circular base 24d, and a helical compression spring 41 is disposed on the circular base 24d of the lid and the circular base 24c of the float 40 to assemble the float 40 to the cylindrical portion 23 so that the float 15 is easily movable in floating fashion in the cylindrical portion, following a change in the fuel liquid level.

The lid 24, which assembles the float 40 into the cylindrical portion 23, has the bottom wall 24a formed with a plurality of apertures 24e, which vertically pass through the bottom wall 24a, allowing fuel or gas to 20 easily flow into and out of the cylindrical portion 23.

When the float 40 does not receive the buoyancy from the fuel liquid, the helical compression spring 41 balances with the weight of the float 40 and elastically supports the float 40 so as to maintain the valve body 25 40a in a position away from the valve seat 30b. When the float 40 receives the buoyancy from the fuel liquid, the helical compression spring allows the float 40 to float

up easily and move upwardly by the buoyancy. In the latter case, the helical compression spring causes the float 40 to press its valve body 40a into contact with the valve seat 30b against the buoyancy, e.g., if the 5 vehicle with the fuel tank turns over.

In the connector A, which includes the tubular unit 1 and the flange unit 2 comprising the outer shell 50 and the gas barrier member 10 thus constructed and also includes the fuel cutoff valve 3, the valve seat unit 30 10 is integrally melt-bonded and fitted to the disk-shaped portion 21 forming the fuel cutoff valve 3. The cylindrical portion 23 has the float 40 housed therein and the lid 24 fitted to the open bottom thereof with the helical compression spring 41 interposed between the 15 housed float 40 and the lid.

In the shown embodiment, the connector A thus constructed has the side of the cylindrical portion 23 inserted into the fuel tank B through the opening Ba formed in the upper side of the fuel tank B. The annular 20 projected portion 12a of the gas barrier member 10 in the connector A is melt-bonded to the synthetic resin Bd having a gas barrier property exposed in the circumferential recessed portion Bf formed in the fuel tank B. The annular projected portion 2a is housed in 25 the circumferential recessed portion Bf so as to be melt-bonded to the fuel tank B. The annular projected portion 12a is melt-bonded to the synthetic resin Bd having a gas

barrier property, and the annular projected portion 2a is melt-bonded to the fuel tank B.

By fitting the connector A to the inner area Bc of the opening formed in the fuel tank B as explained, the 5 gas barrier member 10 can effectively decrease the leakage of evaporative emissions deriving from the fuel from the fuel tank B.

The connector A can be easily and reliably fitted to the fuel tank B since fitting the connector A to the fuel 10 tank B is carried out by melt-bonding the connector A to the fuel tank B.

The leakage of the gas from the fuel tank B can be further effectively decreased since the connector A is fitted to the fuel tank B by melt-bonding the gas barrier 15 member 10 in the connector A to the synthetic resin Bd having a gas barrier property in the fuel tank B.

The connector A, which has been fitted to the fuel tank B as explained, may be used for connection with a suitable pipe C.

20 In order to that the connector A can easily and reliably maintain the connection with the pipe C, the tubular unit 1 of the connector has an outer peripheral surface of the horizontal tubular portion 1b formed with a plurality of ridges, which comprise conical guides 1c 25 having a diameter gradually reduced toward the open end of the tubular unit and vertical stepped surfaces 1d extending from respective edges of the conical guides

remote from the open end to the outer peripheral surface of the horizontal tubular portion 1b, in the shown embodiment.

(2) Fuel tank connector A according to the second
5 embodiment

Next, the fuel tank connector A according to the second embodiment shown in Figs. 4-6 will be specifically described.

The fuel tank connector A in the shown embodiment is
10 configured as an instrument to connect any type of pipe C to the fuel tank B, and is in particular a fuel tank connector A with the typical fuel cutoff valve 3, which is fitted to the upper side of the fuel tank B.

The fuel tank connector A in the shown embodiment is
15 a connector A adapted to be fitted to the inner area Bc of the opening Ba so as to cover, from outside, the opening Ba formed in the fuel tank B to connect the fuel tank B and a pipe C in communicating fashion. The connector A includes the gas barrier member 10, which
20 comprises the tubular portion 11 and the flanged portion 12 provided on the peripheral side of the tubular portion 11 and having a greater side than the opening Ba of the fuel tank B, and which is made of a synthetic resin having a gas barrier property. The gas barrier member 10
25 is made of an ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic

polyamide, a blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, or polyethylene terephthalate. In the shown embodiment, the 5 gas barrier member 10 has at least a portion of a surface covered with the outer shell 50, more specifically, at least a portion of a surface covered with an outer shell portion 50a made of an olefin resin having an adhesive property. The connector A can effectively minimize the 10 possibility that evaporative emissions deriving from the fuel in the fuel tank B leak from the connector.

The fuel tank connector A according to the second embodiment as the same structure or substantially the same structure as the fuel tank connector A according to 15 the first embodiment except that the outer shell 50 is made of a single layer of adhesive olefin resin and is provided on the gas barrier member 10 forming the fuel tank connector A according to the second embodiment. The connector according to the second embodiment can be 20 fitted to the fuel tank A by the same method as the connector according to the first embodiment.

Parts identical to or substantially identical to the parts of the fuel tank connector A according to the first embodiment are designated by like reference numerals, and 25 explanation on these parts will be omitted.

In the fuel tank connector A according to the second embodiment, the outer shell 50, which is supposed to be

the gas barrier member 10, may be provided on the gas barrier member 10 by, e.g., plastics molding, wherein the cylindrical body 20 with the gas barrier member 10 integrally provided thereto is inserted into a mold as in 5 the preparation for the fuel tank connector A according to the first embodiment.

The outer shell 50, which is provided so as to cover the surface of the gas barrier member 10, can be molded integrally with the gas barrier member 10. The outer 10 shell is made of a synthetic resin capable of being melt-bonded to the fuel tank B. In the shown embodiment, the outer shell includes the outer shell portion 50a, which is made of an olefin resin having an adhesive property, and which covers the outer surface of the covering portion 12b and a portion of the outer surface of the gas barrier member 10 from the outer surface of the covering portion to the open end 11d of the tubular portion 11 through the leading edge of the annular projected portion 12a so as to be integral with the gas barrier member 10.

20 In the shown embodiment, the connector A thus constructed has the side of the cylindrical portion 23 inserted into the fuel tank B through the opening Ba formed in the upper side of the fuel tank B. The annular projected portion 12a of the gas barrier member 10 in the 25 connector A is melt-bonded to the synthetic resin Bd having a gas barrier property exposed in the circumferential recessed portion Bf formed in the fuel

tank B. The annular projected portion 2a is housed in the circumferential recessed portion Bf and is melt-bonded to the fuel tank B. The annular projected portion 12a is melt-bonded to the synthetic resin Bd having a gas barrier property, and the annular projected portion 2a is melt-bonded to the fuel tank B.

By fitting the connector A to the inner area Bc of the opening formed in the fuel tank B as explained, the gas barrier member 10 can effectively decrease the 10 leakage of evaporative emissions deriving from the fuel from the fuel tank B.

The connector A can be easily and reliably fitted to the fuel tank B since fitting the connector A to the fuel tank B is carried out by melt-bonding the connector A to 15 the fuel tank B.

The leakage of the gas from the fuel tank B can be further effectively decreased since the connector A is fitted to the fuel tank B by melt-bonding the gas barrier member 10 in the connector A to the synthetic resin Bd 20 having a gas barrier property in the fuel tank B.

(3) Fuel tank connector A according to the third embodiment

First, the fuel tank connector A according to the third embodiment shown in Figs. 7-9 will be specifically 25 described.

The fuel tank connector A in the shown embodiment is configured as an instrument to connect any type of pipe C

to a fuel tank B, and is in particular a fuel tank connector A with the typical fuel cutoff valve 3.

The fuel tank connector A in the shown embodiment is a connector A adapted to be fitted to the inner area Bc 5 of the opening Ba so as to cover, from outside, the opening Ba formed in the fuel tank B to connect the fuel tank B and a pipe C in communicating fashion. The connector A includes the gas barrier member 10, which comprises the tubular portion 11 and the flanged portion 10 12 provided on a peripheral side of the tubular portion 11 and having a greater side than the opening Ba of the fuel tank B, and which is made of an ethylene-vinyl alcohol copolymer, a synthetic resin having a gas barrier property. The gas barrier member 10 is made of 15 polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic polyamide, a blended polymer of polyamide and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, or polyethylene terephthalate. 20 In the shown embodiment, the gas barrier member 10 has at least a portion of a surface covered with the outer shell 50, more specifically, a side facing the fuel tank B integrally fitted with an outer shell portion 50c made of a modified polyolefin resin having an adhesive property. 25 The connector A can be melt-bonded to the fuel tank B at the outer shell portion 50c to effectively minimize the possibility that evaporative emissions deriving from the

fuel in the fuel tank B leak from the connector.

The fuel tank connector A in the shown embodiment is used as an instrument to connect any type of pipe C to the fuel tank B. In the shown embodiment, the connector 5 A is provided with the typical fuel cutoff valve 3 and is fitted to the upper side of the fuel tank B as a typical example. The connector serves to feed, e.g., evaporative emissions deriving from fuel to a charcoal canister or another device and to prevent the fuel from flowing out 10 when the fuel level in the fuel tank B changes.

In the fuel tank B, to which the connector A in the shown embodiment is fitted, at least a portion of the tank with the connector A melt-bonded thereto, i.e., an outer surface of the tank around the peripheral edge Bb 15 of the opening in the fuel tank B is made of a synthetic resin capable of being melt-bonded to an outer shell 50 and includes a gas barrier layer, i.e., a layer difficult to pass evaporative emissions from the fuel.

The fuel tank B typically includes the outer surface 20 layer B_e made of a synthetic resin convenient for melt-bonding with the connector A, such as polyethylene and high-density polyethylene, and the gas barrier layer B_d made of a synthetic resin layer to make it difficult to pass evaporative emissions from the fuel. In the shown 25 embodiment, the outer surface layer B_e has a portion removed to provide the circumferential recessed portion B_f around the peripheral edge Bb of the opening so that

the gas barrier layer Bd having a gas barrier property is exposed at the circumferential recessed portion.

In the shown embodiment, the gas barrier member 10, which forms the connector A fitted to the fuel tank B, 5 includes the tubular portion 11 and the flanged portion 12 provided on the peripheral side of the tubular portion 11 and having a greater side than the opening Ba of the fuel tank B. The gas barrier member also includes a cylindrical portion 23 forming the fuel cutoff valve 3 10 and having a relatively large diameter. The gas barrier member 10 is made of an ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic polyamide, a blended polymer of an ethylene-vinyl alcohol 15 copolymer and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, or polyethylene terephthalate.

The tubular portion 11 forming the gas barrier member 10 in the shown embodiment includes a vertical 20 tubular portion 11b vertically projecting from the flanged portion 12 and a horizontal tubular portion 11a rectangularly connected to the vertical tubular portion 11b at right angles. The tubular portion also includes a tubular projected portion 11f, which downwardly projects 25 from the flanged portion 12 and communicates with the vertical tubular portion 11b. The tubular projected portion 11f has a lower edge formed with a valve seat

11f' as a recessed portion provided at a lower end of a passage 11e in the tubular portion.

The flanged portion 12, which is provided on a peripheral portion of the vertical tubular portion 11a, is configured to have a greater side than the opening Ba formed in the fuel tank B. In other words, the flanged portion 12 provided on the tubular portion 11 is provided so as to extend from the peripheral portion of the tubular portion 11 toward a lateral portion of the peripheral edge Bb of the opening formed in the fuel tank B. More specifically, the flanged portion 12 is formed in a circular plate shape, and the flanged portion 12 is configured to have a greater diameter than the opening Ba formed in a circular shape.

The flanged portion 12 thus constructed has an outer peripheral edge on a side facing the outer surface of the fuel tank B, i.e., on a projecting side of the projected tubular portion 11f, formed with an annular projected portion 12a', which projects in a bent shape downwardly, i.e., toward the fuel tank B.

The gas barrier member 10 thus constructed has a lower side, i.e., the projecting side of the projected tubular portion 11f, formed integrally with the cylindrical portion 23 forming the fuel cutoff valve.

The cylindrical portion 23 forming the fuel cutoff valve 3 is formed an open-bottomed cylindrical body, which is formed integrally with the flanged portion 12 so

as to project downwardly from the lower side of the flanged portion 12 and to surround the tubular projected portion 11f. The cylindrical portion has an outer portion on a leading side as a lower edge formed with an engagement projection 23b for engagement with a lid 24. The cylindrical portion has a peripheral wall formed with a plurality of apertures 23a. The cylindrical portion 23 has an inner wall formed with a plurality of guide ribs 23c, which extend from a lower portion toward the flanged portion 12.

The apertures 23a formed in the cylindrical portion 23 provides a structure wherein gas or other fluid can smoothly move between the inner space of the fuel tank B and the inner space of the cylindrical portion 23, which has the float 40 housed therein and is closed by the lid 24.

The outer shell 50 is integrally fitted to the gas barrier member 10 so as to be continuously fitted to an upper peripheral surface of the cylindrical portion 23 in the gas barrier member 10, a surface of the flanged portion 12 continuous to the upper peripheral surface, and an inner surface of the annular projected portion 12a' continuous to the surface of the flanged portion 12. The connector A can be melt-bonded and fitted to the fuel tank B by use of the outer shell 50.

The outer shell 50 in the shown example is integrally provided with a cylindrical part 53 fitted to

the upper peripheral surface of the cylindrical portion 23, a flange part 52 fitted to a lower side of the flanged portion 12, and a projected part 54 fitted to the inner surface of the annular projected portion 12a' and 5 projecting further downwardly than the annular projected portion 12a'. When the projected part 54 has a leading end melt-bonded to the circumferential recessed portion Bf of the fuel tank B, the annular projected portion 12a' has a leading end gotten in close contact with the outer 10 surface of the fuel tank B.

The outer shell 50 forming the connector A may be fitted to the gas barrier member 10 by any one of various types of methods. For example, the outer shell can be integrally fitted to the gas barrier member 10 by, e.g., 15 inserting the gas barrier member 10 in a mold and injecting a synthetic resin into the mold.

For example, even if the gas barrier member 10 is made of polybutylene terephthalate having a superior gas barrier property, the outer shell 50 can be integrally fitted, in reliable fashion, to the gas barrier member 10 20 made of polybutylene terephthalate since the outer shell 50 is typically formed as the outer shell portion 50c made of a modified polyolefin resin and having an adhesive property. The connector A with the outer shell 25 portion 50c can be fitted to the fuel tank B since the outer shell portion can be properly melt-bonded to the synthetic resin of the fuel tank B, such as polyethylene

and high-density polyethylene.

The outer shell 50 can be also properly melt-bonded to the synthetic resin Bd having a gas barrier property in the fuel tank B to fit the connector A to the fuel tank B since the outer shell 50 forming the connector A is formed as the outer shell portion 50c made of a modified polyolefin resin having an adhesive property as explained.

In the connector A including the outer shell 50 thus constructed and the gas barrier member 10, the tubular portion 11 in the gas barrier member 10 forms a tubular unit 1 of the connector A, and the outer shell 50 and the gas barrier member 10 form a flange unit 2 of the connector A laterally projecting from the tubular unit 1. The flange unit 2 has a projecting edge provided with an annular projected portion 2a', which projects toward the fuel tank B and is formed from the annular projected portion 12a' and the projected portion 54. In the shown embodiment, the flange portion 2 has a lower side provided with the typical fuel cutoff valve 3.

The float 40 forming the fuel cutoff valve 3 is made of, e.g., polyacetal. The float is housed in the cylindrical portion 23 so as to be guided by the guide ribs 23c and is vertically movable in smooth fashion, following a change in the fuel liquid level. The float has the upper end provided with the valve body 40a, which gets in close contact with the valve seat 11f' to close

the passage 11e in upper movement. The float has a substantially central portion on a lower side formed with the recess 40b extending upwardly. The recess 40b has the annular recess 40b' extending further upwardly. The recess 40b also has the circular base 40c formed therein. 5 The float also has the hole 40d formed therein so as to communicate between the recess 40b and the upper end of the float 40.

The lid 24, which keeps the float 40 forming the 10 fuel cutoff valve 3 in an incorporated state in the cylindrical portion 23, includes a cylindrical peripheral wall 24b upwardly extending from a peripheral edge of a bottom wall 24a formed in a circular plate. The cylindrical peripheral wall 24b houses the cylindrical portion 23 so as to get a leading edge of the cylindrical portion 23 in touch with the bottom wall 24a. The lid is 15 assembled to the cylindrical portion 23 by engaging the engagement projection 23b formed on the cylindrical portion 23 with an edge of an engagement slot 24c formed 20 in the cylindrical peripheral wall 24b. By a helical compression spring 41 disposed on a circular base 24d formed at a substantially central portion on an inner side of the lid 24 and on the circular base 40c of the float 40, the float 40 can float up so as to be easily 25 movable in the cylindrical portion 23, following a change in fuel the liquid level.

The lid 24, which incorporates the float 40 into the

cylindrical portion 23, has the bottom wall 24a formed with a plurality of apertures 24e vertically passing therethrough, allowing fuel or gas to easily flow into and out of the cylindrical portion 23.

5 When the float 40 does not receive the buoyancy from the fuel liquid, the helical compression spring 41 balances with the weight of the float 40 and elastically supports the float 40 so as to maintain the valve body 40a in a position away from the valve seat 11f'. When 10 the float 40 receives the buoyancy from the fuel liquid, the helical compression spring allows the float 40 to float up easily and move upwardly by the buoyancy. In the latter case, the helical compression spring causes the float 40 to press its valve body 40a into contact 15 with the valve seat 11f' against the buoyancy, e.g., if the vehicle with the fuel tank turns over.

 In the connector A, which includes the tubular unit 1 and the flange unit 2 comprising the outer shell 50 and the gas barrier member 10 thus constructed and also 20 includes the fuel cutoff valve 3, the cylindrical portion 23 has the float 40 housed therein and the lid 24 fitted to the open bottom thereof with the helical compression spring 41 interposed between the housed float 40 and the lid.

25 The connector A thus constructed includes the tubular unit 1 with the passage 11e, the flange unit 2 provided on the peripheral portion of the tubular unit 1

and having a greater side than the opening Ba, and the fuel cutoff valve 3. With the cylindrical portion 23 of the fuel cutoff valve 3 inserted into the fuel tank B through the opening Ba of the fuel tank B, the flange 5 unit 2 is melt-bonded to a surface of the fuel tank, which is made of a synthetic resin at least around the peripheral edge Bb of the opening. Thus, the connector A is used for connecting the fuel tank B and a pipe C in communicating fashion through the passage 11e.

10 The opening Ba in the shown embodiment is formed as a circular opening, and the flange unit 2 is formed in a circular plate shape and has a greater diameter than the opening Ba.

15 The connector A in the shown example includes the tubular portion 1, which specifically comprises the vertically tubular portion 11b projecting upwardly, the horizontal tubular portion 11a connected to an upper end of the vertical tubular portion 11b so as to be bent from the vertical tubular portion 11b at right angles, and the 20 tubular projected portion 11f forming the valve seat 11f'. The connector also includes the flange unit 2, which is formed in a circular plate shape and laterally extends from a lower peripheral portion of the vertical tubular portion 11b in the tubular unit 1. Additionally, the 25 flange unit includes the fuel cutoff valve 3. In other words, the connector includes the cylindrical portion 23 downwardly projecting from the lower side of the flange

unit 2, the lid 24 fitted by engaging the engagement slot 24c with the engagement projection 23b formed on a lower edge of the cylindrical portion 23, the tubular projected portion 11f projecting from the lower side of the flange 5 unit 2 so as to communicate with the vertical tubular portion 11b and having the lower edge formed with the recessed valve seat 11f', and the float 40 housed in a float chamber formed by the flange unit 2 having the tubular projected portion 11f with the valve seat 11f', 10 the cylindrical portion 23 and the lid 24 so as to be vertically movable in response to a change in the liquid level of a liquid entering the float chamber. The float 40 has the upper side formed with the valve body 40a, which gets in contact with the valve seat 11f' in the 15 tubular projected portion 11f to close the passage 11e in the tubular portion 1, following upward movement of the float 40 caused by a change in the fuel liquid level.

The connector A thus constructed has the side of the cylindrical portion 23 inserted into the fuel tank B 20 through the opening Ba formed in the upper side of the fuel tank B. While the annular projected portion 12a' of the gas barrier member 10 in the annular projected portion 2a' is caused to abut against the outer surface of the fuel tank B, the projected portion 54 of the 25 annular projected portion 2a', which is housed in the circumferential recessed portion Bf formed in the fuel tank B, has a leading edge melt-bonded to the surface of

the circumferential recessed portion Bf to fit the connector to the fuel tank B.

By fitting the connector A to the inner area Bc of the opening formed in the fuel tank B as explained, the 5 gas barrier member 10 can effectively decrease the leakage of evaporative emissions deriving from the fuel from the fuel tank B since the annular projected portion 12a' formed by the gas barrier member 10 is gotten in close contact with the surface of the fuel tank B.

10 The gas barrier member 10 may be made of a synthetic resin having a superior gas barrier property, such as polybutylene terephthalate, since the outer shell 50 is made of a modified polyolefin resin having an adhesive property.

15 The connector A, which has been fitted to the fuel tank B as explained, may be used for connection with a suitable pipe C.

In order to that the connector A can easily and reliably maintain the connection with the pipe C, the 20 tubular unit 1 of the connector has an outer peripheral surface of the horizontal tubular portion 11a formed with a plurality of ridges, which comprise conical guides 1c having a diameter gradually reduced toward the open end of the tubular unit and vertical stepped surfaces 1d 25 extending from respective edges of the conical guides remote from the open end to the outer peripheral surface of the horizontal tubular portion 11a, in the shown

embodiment.

[Effects of the Invention]

The fuel tank connector according to the present invention, which is adapted to be fitted to an opening of a fuel tank to connect the fuel tank and a pipe in communicating fashion, comprises or is configured to include the gas barrier member made of a synthetic resin and having a gas barrier property, the gas barrier member including the tubular portion and the flanged portion provided on the peripheral side of the tubular portion and having a greater side than the opening of the fuel tank; wherein the gas barrier member is made of an ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic polyamide, a blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene, a blended polymer of polyamide and high-density polyethylene, or polyethylene terephthalate. This arrangement can effectively minimize the possibility that evaporative emissions deriving from the fuel in the fuel tank leak from the fuel tank connector.

[Brief Explanation of the Drawings]

[Figure 1]

25 Vertical cross-sectional view showing the fuel tank connector according to a first typical embodiment of the present invention showing along with the essential parts

of a fuel tank before fitting the connector to the tank

【Figure 2】

Plan view showing how the connector is put on the fuel tank before fitting the connector to the tank

5 **【Figure 3】**

Vertical cross-sectional view showing the connector along with the essential parts of the fuel tank after fitting the connector to the tank

【Figure 4】

10 Vertical cross-sectional view showing the fuel tank connector according to a second typical embodiment of the present invention along with the essential parts of a fuel tank before fitting the connector to the tank

【Figure 5】

15 Plan view showing how the connector is put on the fuel tank before fitting the connector to the tank

【Figure 6】

Vertical cross-sectional view showing the connector along with the tank after fitting the connector to the 20 tank

【Figure 7】

Vertical cross-sectional view showing the fuel tank connector according to a third typical embodiment of the present invention along with a fuel tank before fitting 25 the connector to the tank

【Figure 8】

Plan view showing how the connector is put on the

tank before fitting the connector to the tank

【Figure 9】

Vertical cross-sectional view showing the connector along with the tank after fitting the connector to the
5 tank

【Figure 10】

Vertical cross-sectional view showing a conventional fuel tank connector along with a fuel tank before fitting the connector to the tank

10 【Figure 11】

Vertical cross-sectional view of the conventional connector along with the tank after fitting the connector to the tank

【Explanation of the Reference Numerals】

15 A: Connector

B: Fuel tank

Ba: Opening

Bb: Peripheral edge

Bc: Inner area

20 Bd: Synthetic resin having a gas barrier property

C: Pipe

3: Fuel cutoff valve

10: Gas barrier member

11: Tubular portion

25 12: Flanged portion

50: Outer shell portion

[TYPE OF DOCUMENT]

ABSTRACT

[SUMMARY]

[OBJECT]

Provide a connector capable of effectively decrease
5 leakage of evaporative emissions of a fuel.

[MEANS OF SOLVING PROBLEMS]

A fuel tank connector A fitted to a fuel tank B for connecting the fuel tank B and a pipe C in communicating fashion comprises or is configured to include a gas
10 barrier member 10, which is made of a synthetic resin and having a gas barrier property, and which includes a tubular portion 11 and a 12 provided on a peripheral side of the tubular portion 11 and having a greater side than an opening Ba of the fuel tank B. The gas barrier member
15 10 is made of an ethylene-vinyl alcohol copolymer, polybutylene terephthalate, polyphenylene sulfide, a liquid crystal polymer, aliphatic polyketone, aromatic polyamide, a blended polymer of an ethylene-vinyl alcohol copolymer and high-density polyethylene, a blended
20 polymer of polyamide and high-density polyethylene, or polyethylene terephthalate.

[SELECTED FIGURE] Figure 3